



REGIONAL TRANSPORTATION PLAN
2012-2035 RTP
SUSTAINABLE COMMUNITIES STRATEGY
Towards a Sustainable Future

Southern California Association of Governments
DRAFT DECEMBER 2011

Modeling Task Force
January 25, 2012

RTP/SCS Bottom-Up Development Process

Cities met with to update and develop land use and SED forecasts	175	Data gathering sessions & planning workshops in 2011	29
Regional Council and Joint Policy Committee Meetings in 2011		6	
Policy Committee and Subcommittee Meetings in 2011, including CEHD, EEC, TC, RTP Subcommittee, High-Speed Rail Subcommittee		30	
Technical Committee Meetings in 2011, including Aviation TAC, P&P TAC, Transit TAC, Subregional Coordinators, Transportation Conformity Working Group		40	

Our Vision for the Future of Southern California

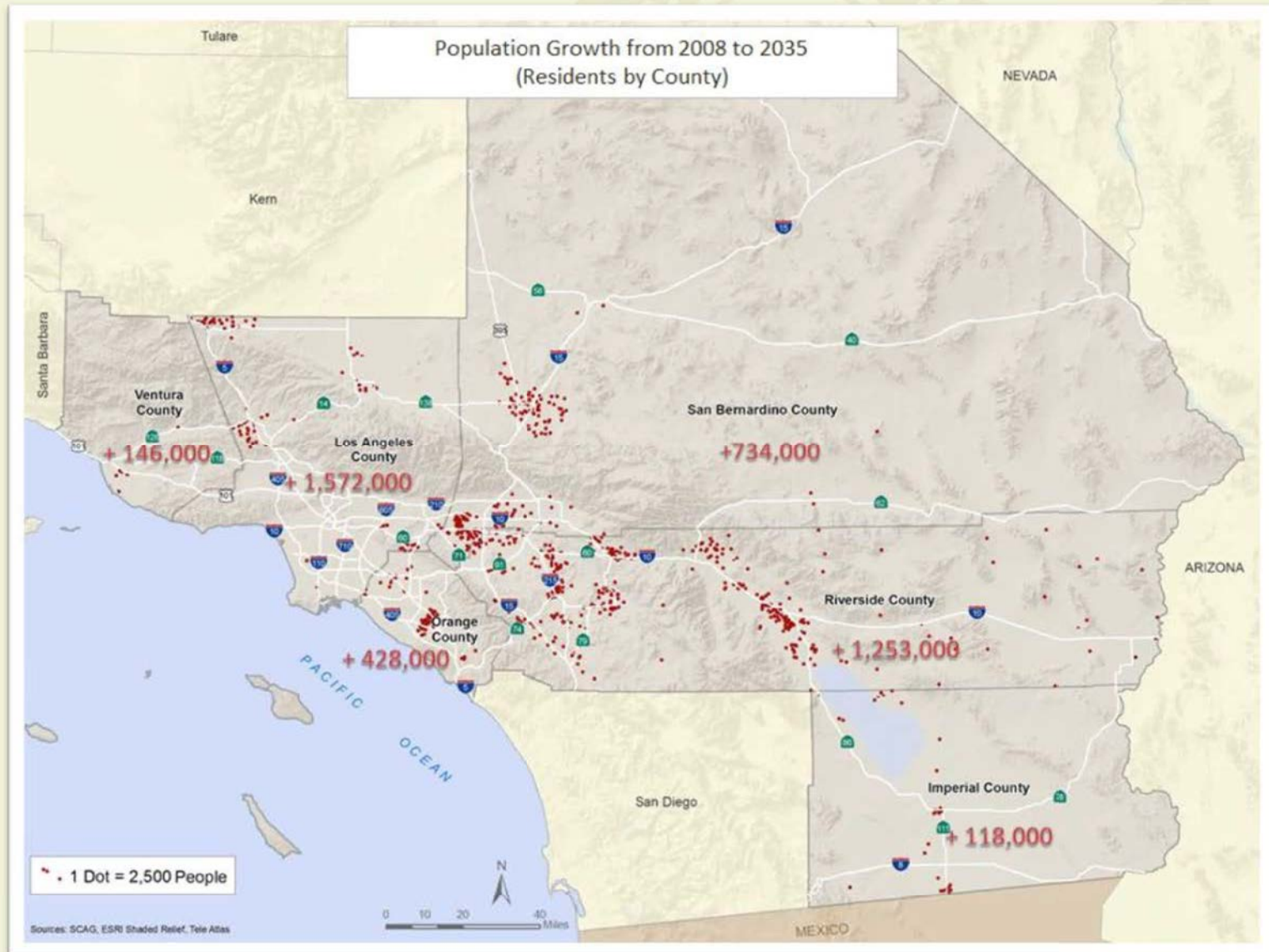


Mobility

Sustainability

Economy

The region is still growing



2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy

- Why do a Regional Transportation Plan/Sustainable Communities Strategy?
- What is included in the Plan?
- What are the funding challenges and how are they addressed?
- What does the Regional Transportation Plan/Sustainable Communities Strategy mean to Los Angeles County?

Why develop a Regional Transportation Plan/ Sustainable Communities Strategy?

Federal Law Requires:

- A 20 years-plus transportation plan that implements recommended improvements, operation, and maintenance of the system
- A plan that balances expected revenues versus estimated costs (can include new reasonable revenue sources)
- A plan that meets air quality requirements (addresses ozone, particulate matter, carbon monoxide, nitrogen dioxide)

State Law Requires:

- A strategy that meets California Senate Bill 375 requirements (addresses greenhouse gas emissions)

What is included in the Plan?



- Over \$525 billion in investments to improve the SCAG region's transportation system through 2035
- \$263 billion in capital investments
- \$217 billion in system operations, preservation, and maintenance
- \$45 billion in debt service to advance construction of projects

Benefits of the Proposed Draft 2012-2035 RTP/SCS

State Mandate

SB 375 GHG Reduction

Year	Target	Draft 2012 RTP/SCS Results
2020	8%	8%
2035	13%	16%

Federal Mandate

Air Quality Conformity

The Draft 2012 RTP/SCS
**meets all air quality
conformity
requirements,**
including:
Fiscal constraint
Pollutant budgets

Benefits of the Proposed Draft 2012-2035 RTP/SCS

Mobility

30% decrease
from today's
per capita
delay

Location Efficiency

Over
twice
as many
households will
live in high-
quality transit
opportunity
areas

Economy

168,000 jobs
generated
per year

Cost Effectiveness

\$2.90
return for
every \$1
spent

Highways

Highways

Capital: \$72.3 bil

Gap Closures

HOV network
HOT network
Toll facilities

Provide access
to hard-to-reach
areas of the
region

O&M: \$56.7 bil

Arterials

Capital: \$22.1 bil

**Signal
prioritization
Bicycle lanes
Other design
features**

Lighting
Landscaping
Parking
Sidewalks

O&M: \$20.9 bil

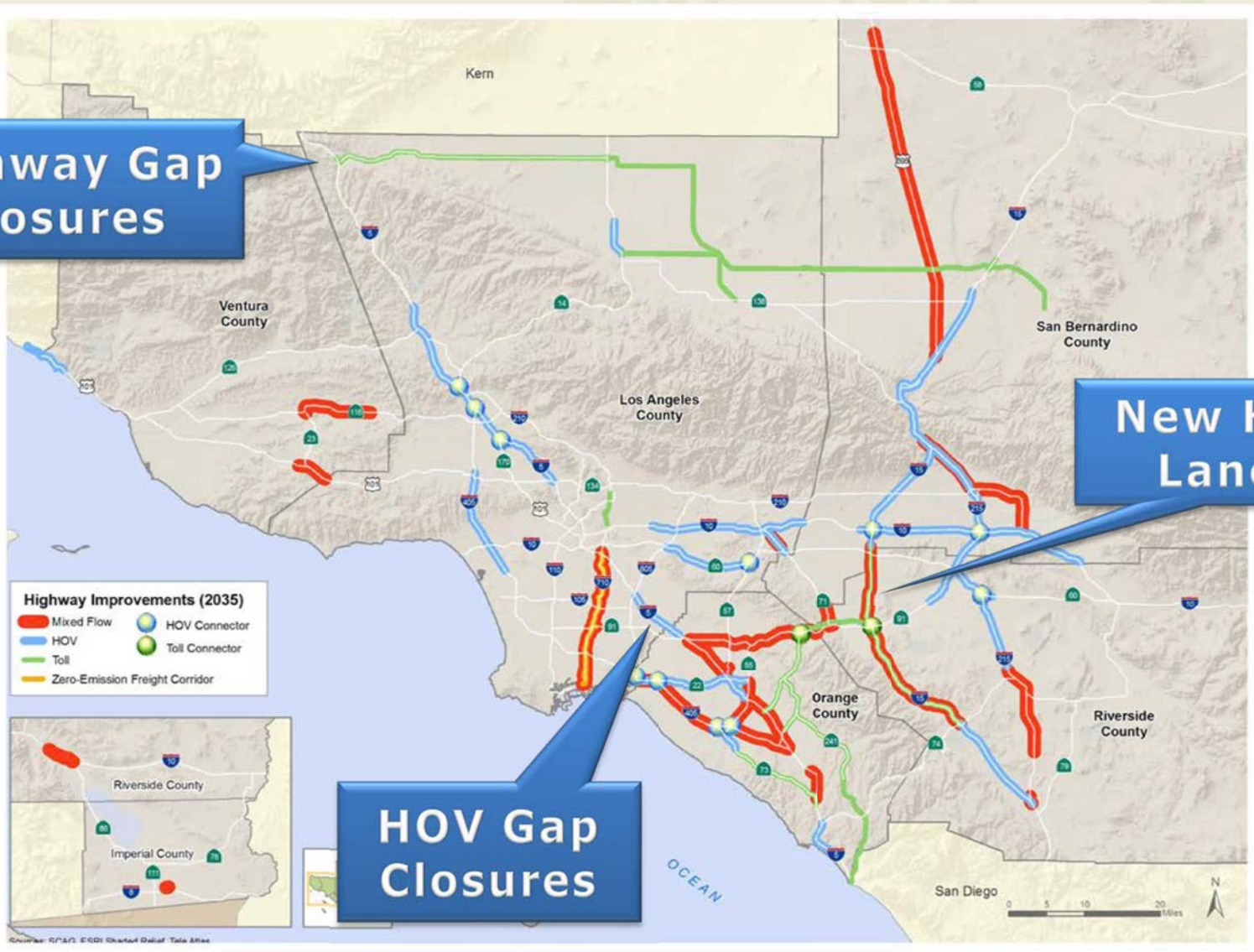


Highways

Highway Gap
Closures

New HOT
Lanes

HOV Gap
Closures



Transit and Passenger Rail

Capital (Transit)

\$49.7 billion

New
BRT
Light Rail
Heavy Rail
Bus
routes, extensions,
and service
enhancements

Capital (Passenger Rail)

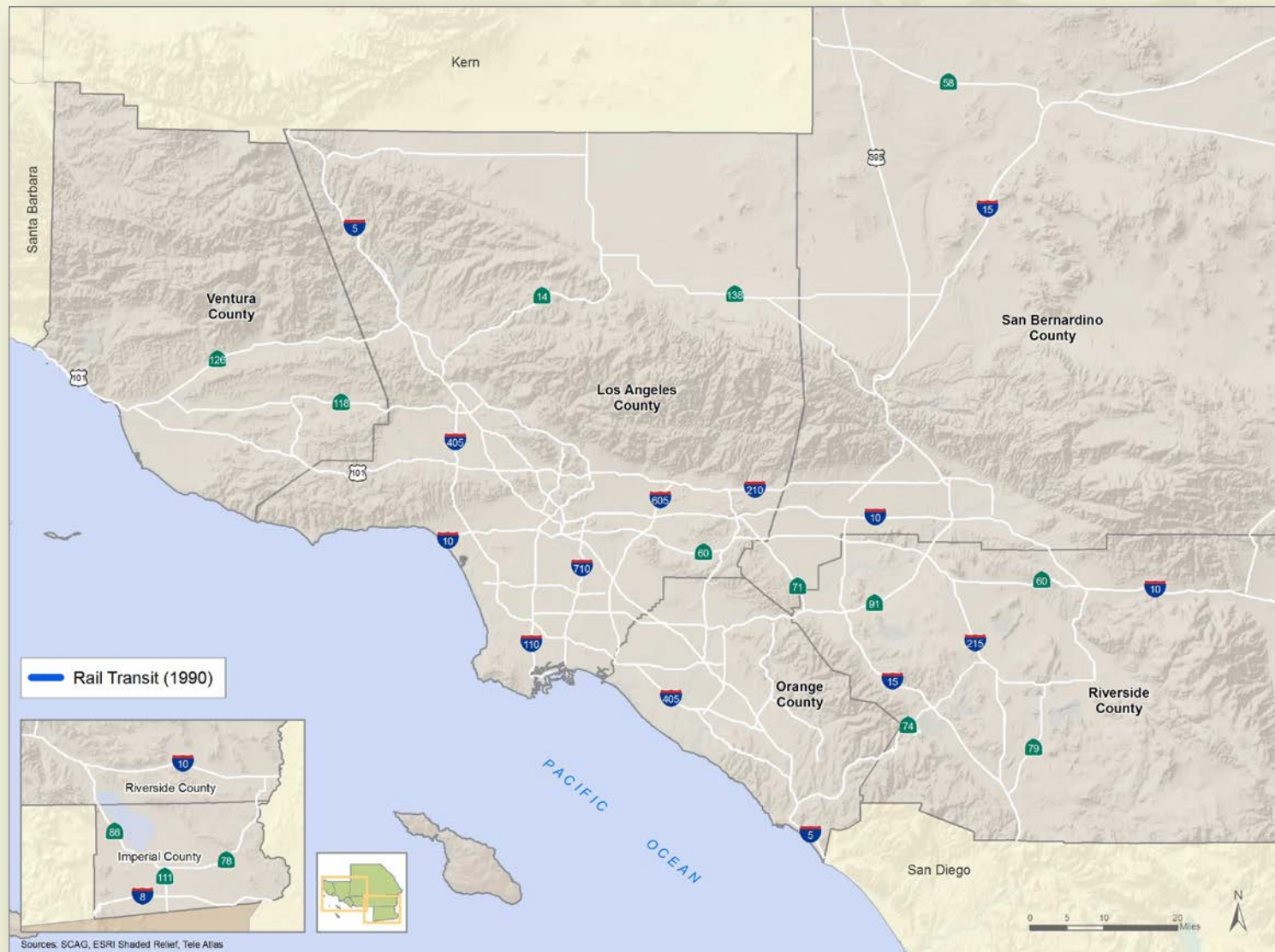
\$51.6 billion

Metrolink
extensions &
speed
improvements
LOSSAN
speed
improvements
California HST
Phase 1

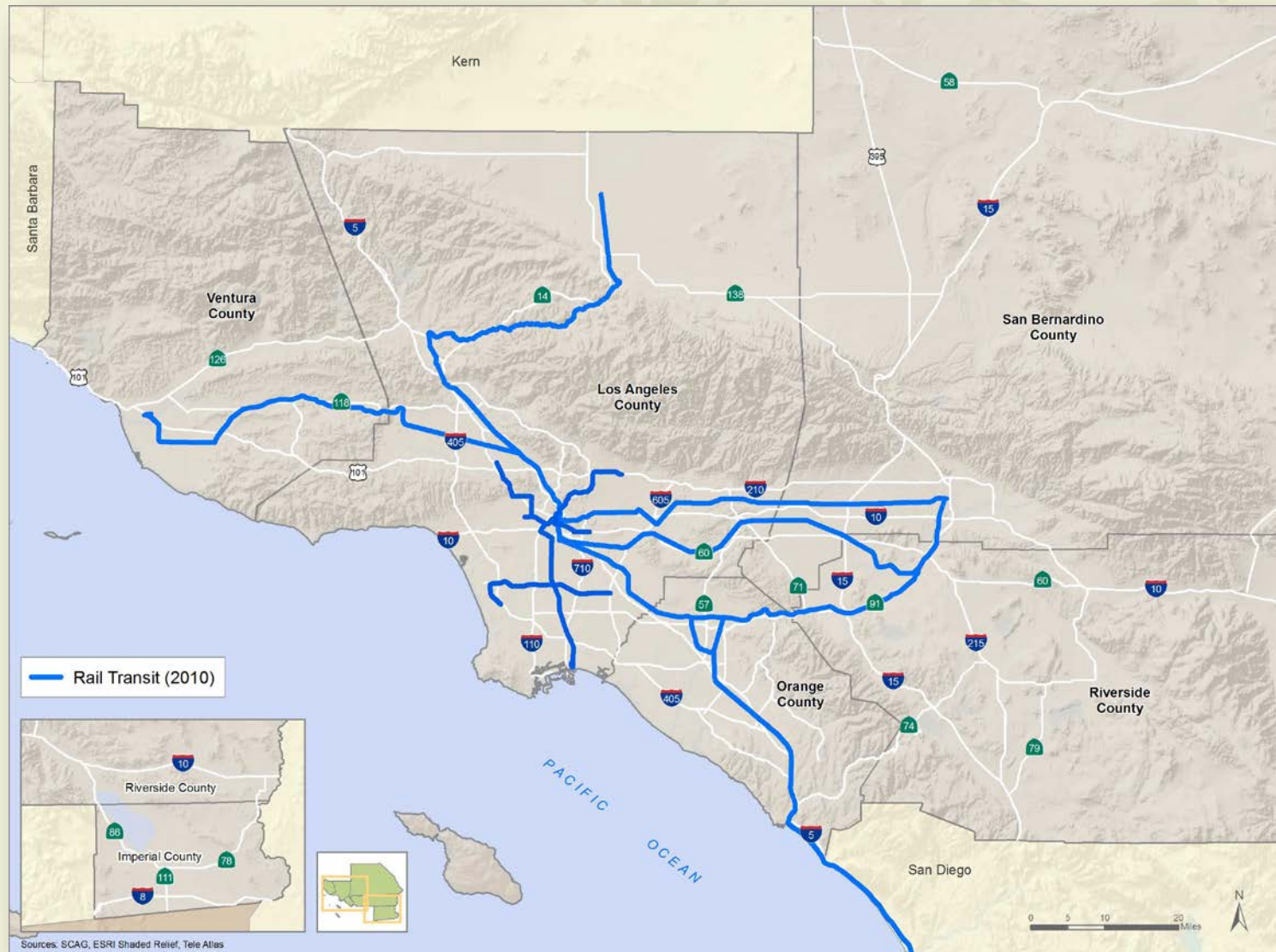
Operations & Maintenance: \$139.3 billion

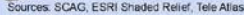


Rail Transit Investments 1990



Rail Transit Investments Today





Transportation Demand Management

Active Transportation

TDM

\$4 billion

Reduce solo driving

Incentive carpooling, transit, biking, walking, flexible work schedules, telecommuting, First Mile/Last Mile strategies

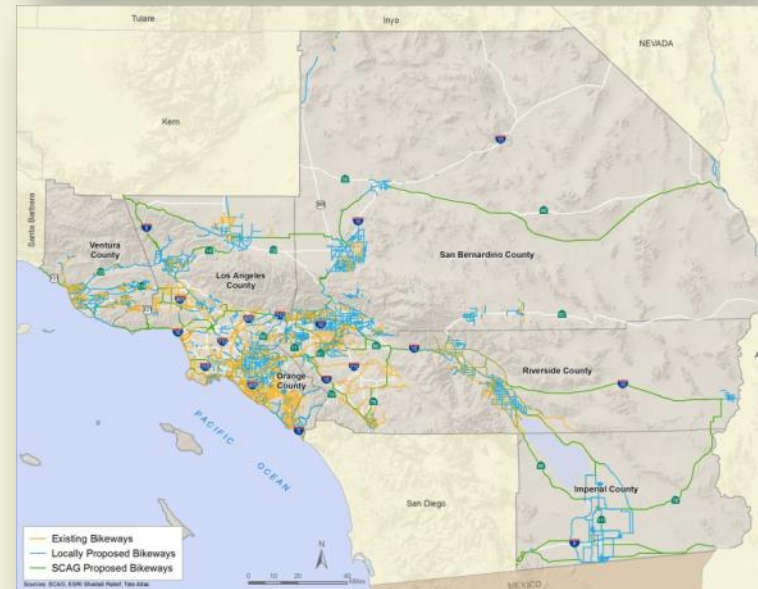
Active Transportation

\$6 billion

Bikeways

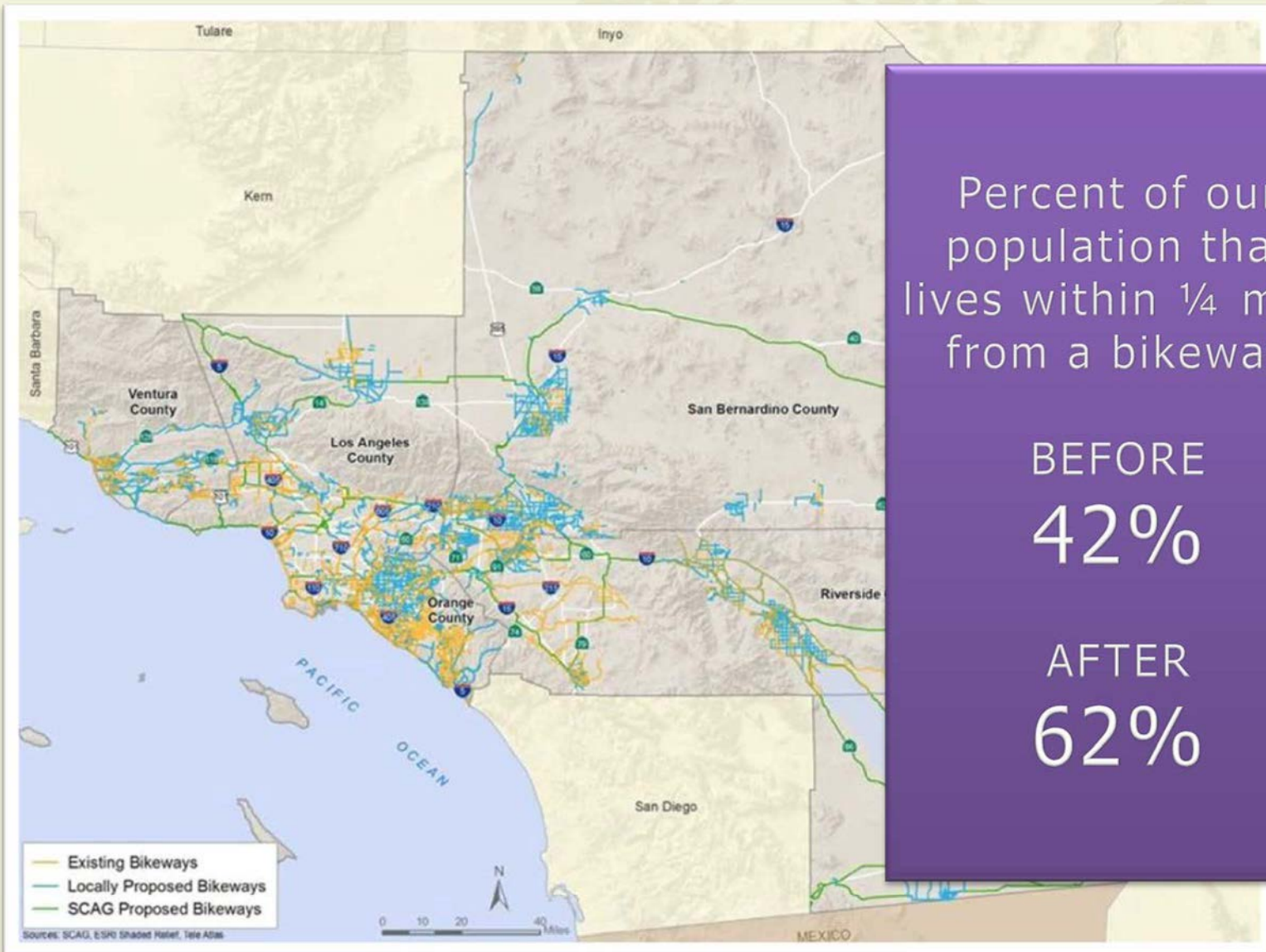
increase from 4,615 to 10,422 miles

Other strategies and **safety** improvements



Transportation Demand Management

Active Transportation



Percent of our population that lives within 1/4 mile from a bikeway

BEFORE
42%

AFTER
62%

Goods Movement

Grade Separations and Goods Movement

\$47.9 billion

Port access

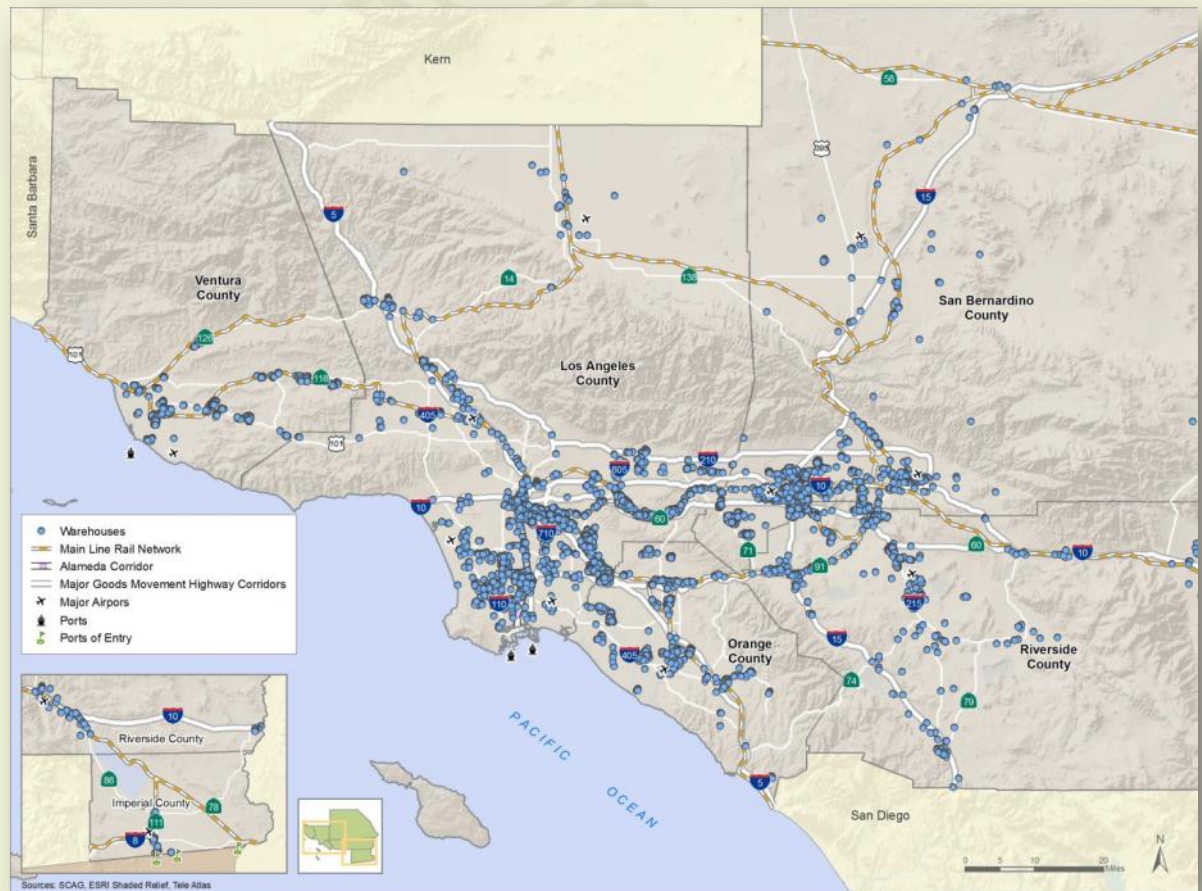
Freight rail capacity

Grade separations

Truck mobility
improvements

Intermodal
facilities

Emission reduction
strategies



Land Use

Utilize **local growth input**

Compass Blueprint Demonstration projects

Emphasize growth in **High-Quality Transit Opportunity Areas**

Emphasize growth along **main streets, downtowns** and other appropriate locations

Shift development from single-family towards **multi-family** residential development to reflect recent trends



Sustainable Communities Strategy

Goals, Outcomes, and Benefits

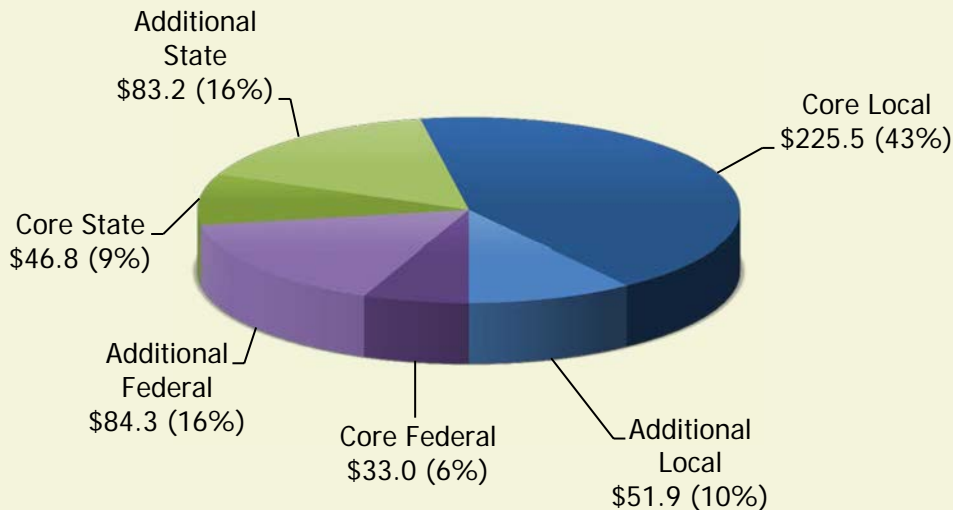
- Meet/Exceed Greenhouse Gas Reduction Targets Set by SB 375
- Links Transportation and Land Use Planning
- A More Prosperous Region
- Healthier and Safer Environment



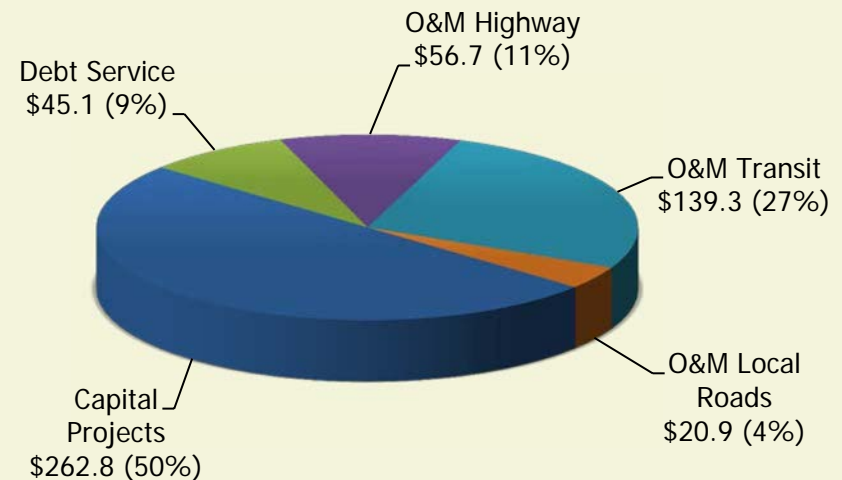
What are the funding challenges and how are they addressed?

\$524.7 billion (nominal dollars)

Revenues



Expenditures



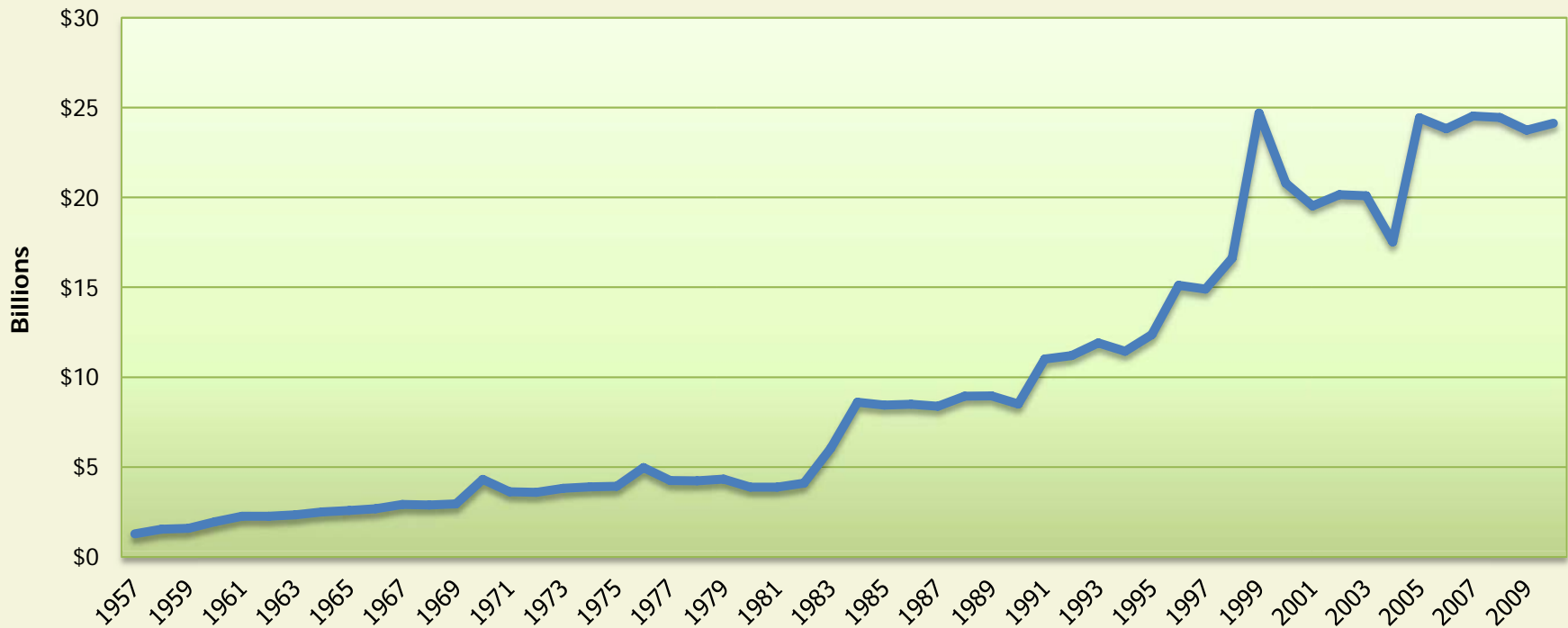
Comprehensive Funding Strategy

- Local option sales tax measures remain a critical part of region's funding plan
 - Increased local control over transportation revenues
 - Backfill declines in state and federal revenues
- Maximize opportunities to leverage available resources—manage cash flow, deliver projects sooner and for less money
- Goods movement investments funded through a combination of truck tolls, national freight program revenues, and private equity participation
- Strategic capacity expansion funded by user fees—SR-710 tunnel, High Desert Corridor, regional Express/HOT lane network

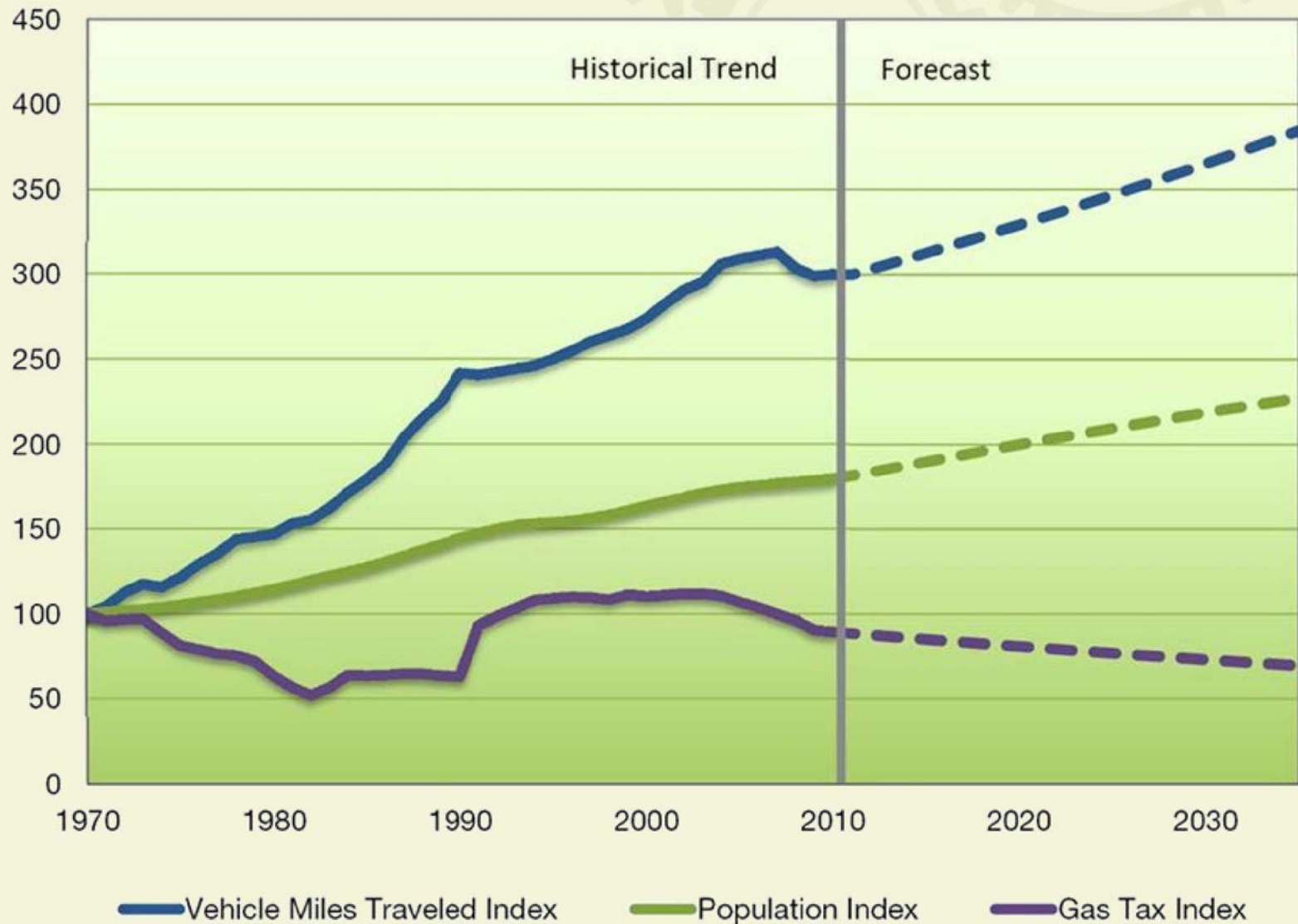
Mileage-Based User Fee Context

- Historically, the Federal Highway Trust Fund has grown by about 5 percent annually in nominal dollars
 - This growth was due to VMT growth and periodic increases in the fuel excise tax (e.g., 1983, 1990, 1993)

Historical Highway Trust Fund Revenue from Gasoline Excise Tax



Travel demand and costs surpass projected revenues



Next Steps

- Close of Public Comment Period: February 14, 2012
- Joint Meeting of Policy Committees to review matters related to Final RTP/SCS and PEIR: March 1, 2012
- Joint Meeting of Policy Committees to recommend approval of Final RTP/SCS and PEIR: March 23, 2012
- RC to certify PEIR and adopt the Final RTP/SCS: April 5, 2012
- SCAG submits the Final RTP to the Federal Agencies for 60-day review and approval
- Transportation Conformity approval for 2008 RTP expires: June 5, 2012

SCAG would be at risk for a transportation conformity lapse if current schedule is not maintained.

We want to hear from you!

Send us your comments at
www.scagrtp.net
by February 14, 2012

